a) Identify sources of data used to determine presence of minority populations and low-income populations.

☐ Windshield Survey ☐ Survey Questionnaire ☐ Door to Door
☒ WisDOT Real Estate ☒ US Census Data ☐ Official Plan
☐ Real Estate Company
Identify Real Estate Company
☒ Human Resource Agency
Identify Agency U.S. Department of Housing and Urban Development Block Low to Moderate Income Data

Identify Plan, Approval Authority, and Date of Approval

b) Indicate whether a minority population or a low-income population, including the elderly and the disabled, is in the project's area of influence.

i) The requirements of EO 12898 are met if both "No" boxes are checked below.

☐ No minority population is in the project's area of influence.

☐ No low-income population is in the project's area of influence.

ii) If either or both of the "Yes" boxes are checked, item c) below must be completed.

☒ Yes, a minority population is within the project's area of influence.

☒ Yes, a low-income population is within project's area of influence.

c) How was information on the proposed action communicated to the minority and/or low- income population(s)? Check all that apply.

☐ Advertising ☐ Brochures ☒ Newsletter
☐ Notices ☐ Utility Bill Stuffers ☐ E-mail
☐ Public Service Announcements ☒ Direct Mailings ☐ Key Person
☒ Other (Identify) Newspaper Announcements

d) Identify how input from the minority population and/or low-income population was obtained. Check all that apply.

☐ Mailed Survey ☐ Door-to-door interview ☐ Focus Group Research
☒ Public Meeting ☐ Public Hearing ☐ Key Person Interview
☐ Targeted Small Group Informational Meeting ☐ Targeted Workshop/Conference
☐ Other (Identify)

e) Indicate any special provisions which were made to encourage participation from the minority population and/or low-income population(s)

☐ Interpreter ☐ Listening Aids ☒ Accessibility for Elderly and Disabled
☐ Transportation Provided ☐ Child Care Provided ☐ Sign Language
☐ Other (Identify)

9) Briefly summarize the status and results of public involvement. Briefly describe how the public involvement process complied with EO 12898 on Environmental Justice.

The public involvement process began with a newsletter that introduced the project. The focus then shifted to opportunities to comment at three public informational meetings (PIM). The first PIM was held on November 18, 2003. This meeting was intended to provide residents with information on the corridor location and reasons for and goals of the study. The second PIM was held on April 11, 2005. The meeting was held in the open house format with a scheduled project presentation. The presentation provided a project overview, summary of the alternative development process, and anticipated impacts. After the presentation, the project staff answered questions and took comments. The third PIM was held on October 5, 2005. This meeting provided a project status update and outlined

the preferred improvements. For each of the public meetings, area residents were notified by way of a postcard invitation. Postcards were mailed according to a purchased list so that tenants and owners both were included. Announcements were also included in local newspapers. The meetings were held in buildings that were handicap accessible. No other special provisions were requested by those attending the meetings. Meeting announcements and summaries are included in Appendix C.

a) Identify groups (e.g., elderly, handicapped), minority populations and low-income populations that participated in the public involvement process. This would include any organizations and special interest groups.

   The general public, including elderly, handicapped, and low-income populations participated in the public involvement.

b) Describe, briefly, the issues, if any, identified by any groups, minority populations and/or low-income populations during the public involvement process.

   While there were no issues brought forward by specific groups of individuals, the public in general did bring forward several questions and issues. These are summarized in Appendix C in the meeting minutes for the PIMs held on April 11 and October 5, 2005.

c) Briefly describe how the issues identified above were addressed. Include a discussion of those that were avoided as well as those that were minimized and those that are to be mitigated. Include a brief discussion of proposed mitigation, if any.

   WisDOT attempted to address the issues brought forward by staying on-alignment and phasing the stages of the preferred alternative so that the improvements are constructed as they are needed. See also the responses outlined in the meeting minutes for the PIMs held on April 11 and October 5, 2005, included in Appendix C.

TRAFFIC SUMMARY

	ALTERNATE	Segment 1 (WIS 64)	Segment 2 (WIS 64)	Segment 3 (US 63)
	SEGMENT TERMINI	WIS 65 to US 63 S	US 63 S to County D	WIS 64 to Polk Co. Line
TRAFFIC VOLUMES* Existing	**ADT Yr.** 2002	5,153 – 5,463	4,470 – 4,235	3,320 – 3,520
Exist. Plus 10 yr.	**ADT Yr.** 2012	6,121 – 8,195	5,340 – 6,353	3,940 – 5,280
Exist. Plus 20 yr.	**ADT Yr.** 2022	7,269 – 11,473	6,380 – 8,894	4,680 – 7,392
Design Year	**ADT Yr.** 2032	8,634 – 16,063	7,630 – 12,451	5,560 – 10,349
	DHV Yr. 2032	749 – 1,394	733 – 1,197	535 – 997
TRAFFIC FACTORS	**K% ($_{100/200}$,or %)**	8.7%	9.6%	9.6%
	D (%)	65.4% Eastbound	67.0% Eastbound	58.1% Northbound
Design Year	**T (% of ADT)**†	10.5%	13.1%	13.9%
	T (% of DHV)	6.3%	10.7%	8.2%
	Level of Service††	LOS A	LOS A	LOS A
SPEEDS Existing	**Posted**	55 mph	55 mph	55 mph
Design Year	**Posted**	55 mph	55 mph	55 mph
	Project Design Speed	70 mph	70 mph	70 mph
OTHER **(specify)**	**P (% of ADT)**	8.7%	9.6%	9.6%
	K (% OF ADT)	N/A	N/A	N/A
	Level of Service **Design Year – No Build**	LOS C – LOS D	LOS C – LOS D	LOS C – LOS D

ADT = Average Daily Traffic **DHV = Design Hourly Volume**
$K_{100/200}$ or % = K_{100} = Rural, K_{200} = Urban, % = ADT in DHV **D = % DHV in predominate direction of travel**
T = Trucks **P = % ADT in Peak hour**
K_8 = % ADT occurring in the average of the 8 highest consecutive hours of traffic on an average day. (Only required when a carbon monoxide analysis must be performed per Wisconsin Administrative Code - Chapter NR 411.)

*** Ranges represent (WisDOT Central Office projections – historic traffic growth trends)**
† T% of ADT based on 15-hour counts at US63S / WIS64 / WIS46N and US63N / WIS64 intersections from 5:00 AM to 8:00 PM
†† LOS of the Prefered Alternative in the design year

ENVIRONMENTAL ISSUES

Indicate whether the issue listed below is a concern for the proposed action or alternative. If the issue is a concern, explain how it is to be addressed or where it is addressed in this environmental document.

1) Would the proposed action stimulate substantial secondary environmental effects?

☐ No

☒ Yes - Explain or indicate where addressed.

This project will stimulate two different avenues of secondary effects. Corridor preservation itself will influence land use changes. Then implementation of the preferred alternative will have another set of land use effects. This document focuses on the effects of implementing the preferred alternative, yet the document briefly describes some possible secondary effects of corridor preservation.

A. Indirect Effects

Although the No Action and TDM Alternatives were dismissed from consideration in Section 3, they are included here to present a more robust discussion of the link between land use and transportation.

Selecting the No Action Alternative would create a planning vacuum for the local area and development could occur that would severely limit future options for improving local access and regional mobility through the study area.

Selecting the TDM Alternative would likely have a similar effect, though encouragement of TDM strategies generally encourages local planning and the result could be a more connected transportation system with travel options for local users.

Preserving a WIS 64 corridor through zoning or official mapping will influence land use changes near the corridor. Because the zoning and mapping will be intended to prevent development within the corridor, land owners will be less likely to construct new structures within or adjacent to the preserved corridor. The corridor location will reduce the options land owners have with their property. These effects may slow the conversion of agricultural parcels to developed parcels until the preferred alternative is constructed.

Transportation's role in indirect effects includes enabling residential, office, commercial, and industrial development. When an improvement action enables secondary development, it does not directly cause the development, but along with other factors, it helps to provide more opportunities for development.

Many studies have been performed investigating the role of transportation in secondary development and land use. Most of these studies, while linking transportation improvements to development and land use, vary in their opinions of how substantially highway improvements influence land use. Transportation improvements are one of many factors that influence development. Other factors include land availability, zoning compatibility, and economic vitality. This relationship may be stated another way. In order for the development to occur, development demand, supply, and institutional forces must come into accord. Specifically, a willing property owner/seller must be economically and legally matched with both an interested property buyer/developer and a government entity that will permit (through zoning and land division authority) the development to occur. Highway improvements (as well as all other forms of transportation and communication improvements) tend to increase the supply portion of this equation by improving the accessibility of property. Figure EI-1 explains this process.

Demand and institutional interests must respond to this supply for development to occur. If they do not, development will not occur.

Currently, all the factors necessary for development (demand, supply, and institutional forces) are present in the WIS 64 corridor. Area zoning, subdivision regulations, and land use plans presently allow substantial amounts of residential, commercial, and industrial development to occur. Because other factors necessary for development are present, this WIS 64 improvement may enhance, enable, or influence development opportunities. The mechanisms by which this might occur are discussed in the following paragraphs.

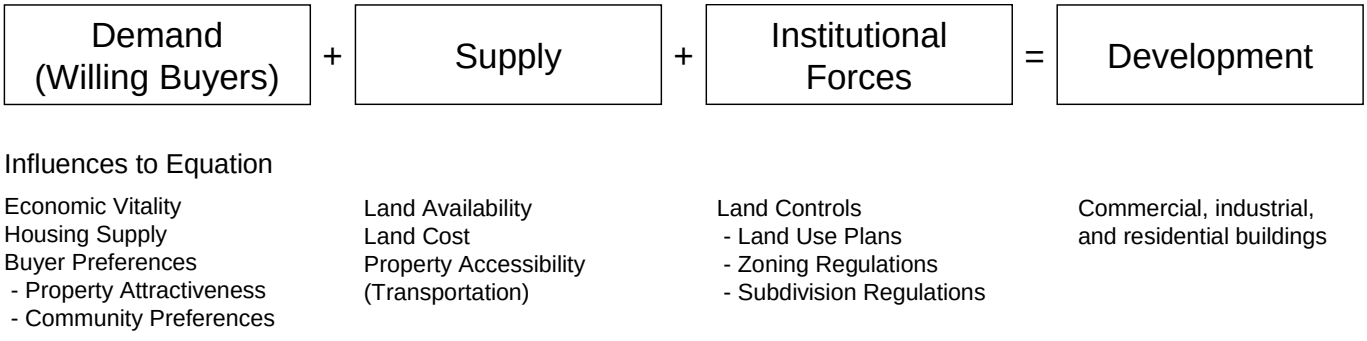

Figure EI-1 Supply and Demand on Development

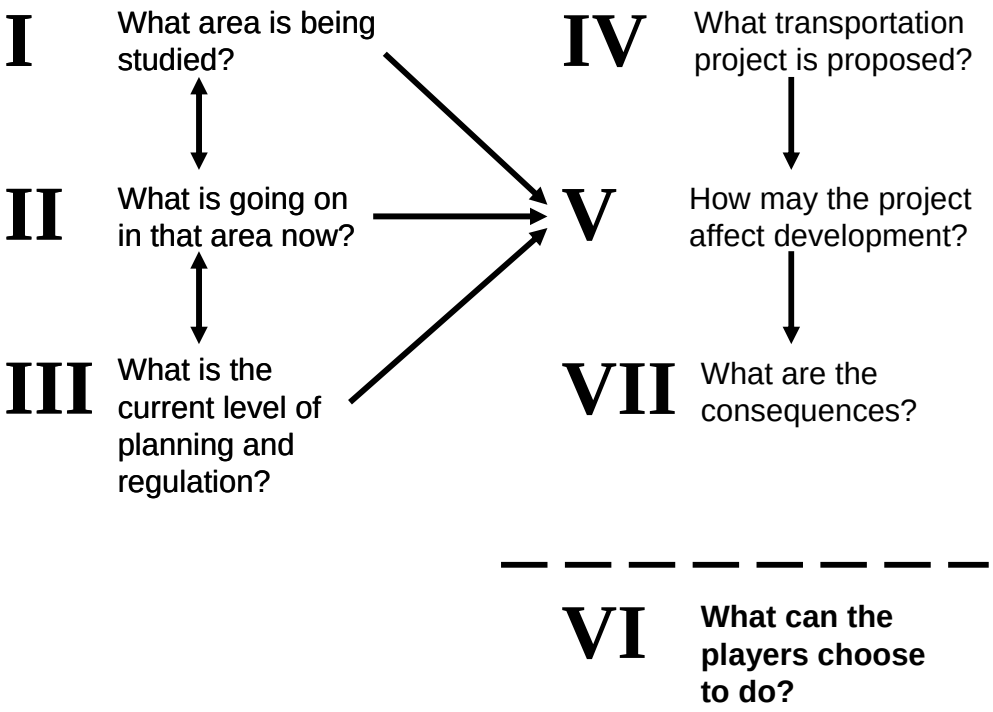

Figure EI-2 Secondary Effects Study Process

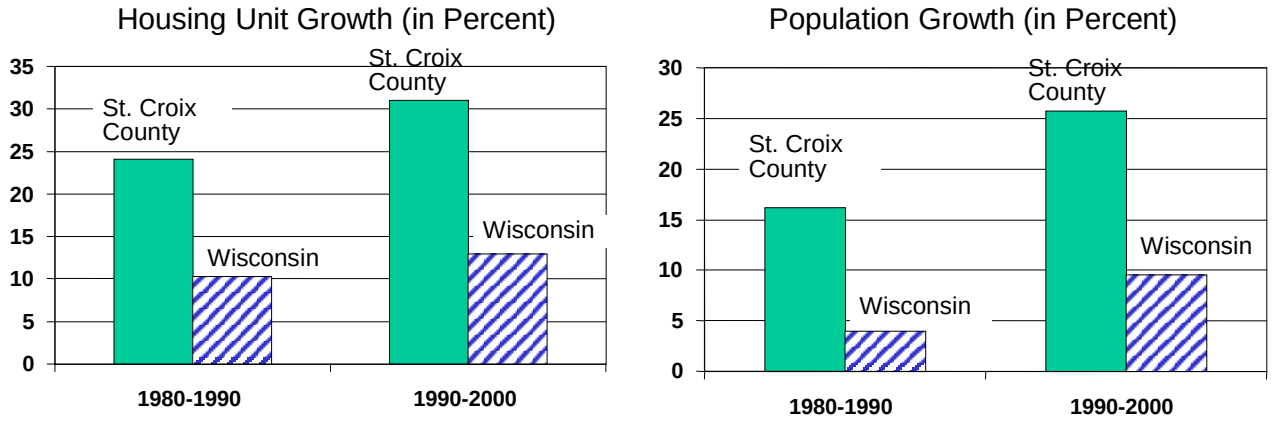

Figure EI-3 St. Croix County Housing Unit and Population Growth

1. Commuter-Related Development

One way in which highway improvements stimulate development is to provide convenient and safe commuting to employment centers located outside of the immediate area, such as the Minneapolis/St Paul and Eau Claire metropolitan areas. Much of the residential development in St Croix County results from land use policies in the Minneapolis/St Paul area and the relatively accessible property in St Croix County.

2. Development Related to Local Economic Vitality

A second way highway improvements stimulate development is by creating access, safety, or convenience factors that attract new development into the area. An example would be industries that consider such features a prerequisite for locating facilities. New Richmond's proximity to the interstate highway and its location in relation to Minneapolis/St. Paul help it compete with other communities as it seeks to attract industries.

The extent to which transportation improvements facilitate development with this mechanism is less dramatic than with the previously discussed commuter access-related mechanism. However, by stimulating the area's economy, this transportation improvement project will enable or facilitate secondary development. An improved highway may also enable the tourist industry to continue growing without the detractor of highway congestion.

B. Evaluating WIS 64's Role in Secondary Development

The Wisconsin DOT in its Technical Reference Document for Indirect and Cumulative Effects Analysis for Project-Induced Land Development advocates a seven-step process shown in Figure EI-2. The following paragraphs briefly go through the process shown in this graph to summarize some of the secondary effects that could be enabled by the WIS 64 project.

1. What Area is Being Studied?

The area being studied includes the municipalities surrounding the WIS 64 corridor area, specifically the City of New Richmond and the Towns of Stanton, Cylon, and Forest. All are located in St Croix County.

2. What is Going on in that Area Now?

St. Croix County is experiencing substantial population growth and coupled with it is a substantial increase in housing units constructed.

Figure EI-3 illustrates St. Croix County population and housing unit growth and compares it with Wisconsin growth from 1980 to 2000.

There is substantial residential growth in St. Croix County over the past decade. Much of this growth is the result of land use policies being implemented in the Minneapolis/St. Paul metro area. Much of this residential growth is occurring in unsewered rural subdivisions. Some of it is occurring as peripheral development to existing villages and town centers.

3. What is the Current Level of Planning and Regulation?

The City of New Richmond is in the process of developing a comprehensive plan as part of the Smart Growth legislation. Currently the City of New Richmond has zoning that is also serving as the master plan for area development. This zoning currently allows substantial amounts of residential development on the Village's east side. With this plan there is ample supply of vacant land zoned residential to accommodate demand for many years.

In the past, land use regulation in the rural townships has been more relaxed. The adjacent towns now are in various stages of developing comprehensive plans as part of Wisconsin's Smart Growth legislation. The towns of Baldwin, Cylon, Erin Prairie, Hammond, Pleasant Valley, and Stanton are participating in the St. Croix Heartland Planning Project. Through the Planning Project, each of the six towns is doing the following: (1) working with the St. Croix County Planning Department to develop a comprehensive town plan coordinated with the other towns, (2) respecting the individuality of each community and its citizenry, and (3) coordinating with the 2000 St. Croix County Development Management Plan.

Basic Sheet 6, Land Use Plans, lists the plans that govern the WIS 64 corridor.

4. What Transportation Improvement is being Proposed?

This document is proposing a phased set of improvements along the WIS 64 corridor. Stage 1 seeks to construct intersection improvements and passing lanes in approximately 5 to 10 years. Stage 2 would expand the current roadway to a four-lane facility with at-grade intersections in the section of WIS 64 between New Richmond and US 63 N. Stage 2 would be constructed in approximately 15 to 20 years. Stage 3 would seek to create grade-separated crossings of the highway in the section of WIS 64 between New Richmond and US 63 N and would also improve local roadway connections between New Richmond and the WIS 46/WIS 64/US 63 S intersection. This stage would not be constructed for at least 20 years. Specific characteristics of the alternatives are described in more detail in Basic Sheet 3.

5. How may the project affect development?

Industry

Industrial growth and development in the New Richmond area may occur at a slightly higher rate when this project is implemented because of the improved access to the City. This could make the New Richmond community more attractive for industry as well as other business types.

Residential

Substantial residential development is already occurring in St. Croix County as a result of land use policies in the Minneapolis/St. Paul metropolitan area. Sufficient access and capacity already exists on the I-94 corridor to allow these residential development trends to continue. Yet as this improvement incrementally improves access to these metropolitan areas, so it will also help enable continued residential development.

Locationally, the preferred alternative proposes on-alignment improvements along the WIS 64 corridor. Over the years this may encourage more residential development to occur along this corridor.

Commercial

The amount of commercial development will grow in response to area population increases. This commercial development tends to be proportionate to increases in the consumer base. The location of some of this commercial development may change with the implementation of the preferred alternative. Businesses that rely on highway exposure for patronage, such as gas stations, may relocate to interchange locations on the future facility.

Induced Traffic

Another common indirect effect not associated with development is induced traffic. Induced traffic often is classified in two parts: demand transfer, such as changing routes and travel times and net increase in demand, i.e., driving more or farther. Demand transfer often may have positive effects, such as reducing the amount of traffic diverting through neighborhood streets. Increased demand can be associated with decentralization, increased fuel consumption, and more emissions.

When capacity is added to a highway facility, people may change their locational choices, such as job and residence locations. Because added capacity often reduces congestion, travelers select different origins and destinations than in the congested roadway situation. This can lead to decentralization.

Transportation capacity increase is one factor that influences locational choices. Other factors, such as land use policies, housing costs, and regional growth, also have great influence. In the very long term, highway capacity additions may play a part in lower urban densities, more auto-oriented urban design, and higher auto ownership and hence more total travel than would have been the case without capacity increases. Land use policies influence these results as well. Yet some research has found that even with strong land use policies that discourage low-density development/high auto ownership, auto travel growth remains highly dependent on socioeconomic and demographic change. In regions with strong land use policies in place, substantial population growth is coupled with substantial new highway travel. Future development along the WIS 64 corridor is expected to produce higher

traffic growth rates with or without the proposed action.

6. What are the Consequences?

Corridor Preservation

An indirect impact of preserving the corridor may be the effect it has on the sale of properties within the future corridor. It may be more difficult to sell a home or farmstead that is slated for relocation as contruction nears. Property owners that choose to wait to sell until WisDOT is able to purchase the land should not see an adverse impact as Wisconsin Statutes regarding value of WisDOT-purchased properties will protect them. Some property owners may see increased interest in their land for development as future access to the highway makes their property more attractive to developers.

Construction of the Preferred Alternatives

The most likely effects of the new facility would be a slight increase in the residential development rate around the WIS 64 corridor area. This development will typically be less dense, more rural in character, and probably consume more land and resources. However, increased residential development may also occur inside New Richmond at higher densities and therefore would consume less land and resources. Overall, possible effects could include:

- Consumption of farmland for residential development.
- Encouragement of decentralization of housing into less dense development patterns (rural development).
- Consumption and/or fragmentation of environmental corridors by residential development.

There are other locational effects that are described in the preceding paragraphs. These include the location of highway-oriented commercial establishments.

7. What can the Players Choose to Do?

There are a variety of land use planning tools that can be implemented to capitalize on the opportunities that the preferred alternative provides yet minimize the threats and weaknesses. Many of these tools are components of a comprehensive plan as defined by the smart growth legislation.

a. Adopt Modern Zoning Standards
Adopting strategic amendments to the Zoning Ordinance and Zoning Map will help locate land uses where they are desired within the community and ensure they are designed in a manner that forwards community objectives. For example, establishing and complying with a zoning map can keep commercial land uses inside New Richmond from relocating along the WIS 64 corridor.

b. Foster Cooperative Intergovernmental Relations
Communities planning jointly for area growth can help focus development in appropriate locations. These arrangements can keep development from playing one community against another. Joint planning arrangements include boundary agreements and exercising extra territorial zoning. Under Wisconsin Statutes, intergovernmental agreements can be binding on the actions of future elected bodies for periods of up to twenty years. Hundreds of such agreements are in place all around the state.

c. Implement Community Character through Zoning Standards
The character and type of development enabled by regional transportation improvements can be largely influenced by zoning standards. Examples of this include:

(1) Zoning district mix–Character of a community is affected by where and how certain land uses are allowed.
(2)Landscaping zoning standards–Many communities are using a point-based system to insure that developers include a desired amount of landscaping in their site plans. Different land uses require a certain number of “points” based on the size of the development. Points are awarded for planting trees and shrubs depending on the cost of and size of the items chosen.
(3) Lighting zoning standards–Impacts of lighting on surrounding neighborhoods and green spaces created by commercial and industrial developments can be controlled with zoning standards.

(4) Signage zoning standards–Controlling the size of signage can reduce the impact of commercial and industrial development on the aesthetics of the community.
(5) Building exterior materials zoning standards–Controlling the materials used in construction of building exteriors can reduce the impact of commercial and industrial development on the aesthetics of the community.
(6) Big box development zoning standards – Controlling the location, site design, and appearance of "big box" development can reduce its impact on the community. Many communities around the state have adopted provisions for placing special development conditions on "big boxes." Some of these communities (such as the small Interstate communities of Johnson Creek and Cottage Grove) apply these standards to buildings as small as 5,000 square feet of total floor area.

d. Provide and Maintain a Local Road Network

Communities should preserve the capacity and utility of the existing road network. Additionally, they should plan for future transportation needs as their communities respond to anticipated growth that will occur with or without this WIS 64 project. Long-range planning for local roadways should include arterials, collectors, and local roads. Often the roads along the section lines, or "mile roads," tend to become the future urban arterials. With the Transportation Plan element of a city comprehensive plan, it is often prudent to map out future right-of-way needs so the proper widths can be preserved as the land develops.

Officially mapping components of the transportation plan is one of the most cost-effective planning tools available to the community. The official map can be very effective in preserving planned land uses. Generally, the Official Map is the main tool for implementing the Transportation Plan element of the comprehensive plan.

Official Maps, subdivision ordinances, and zoning ordinances can require that additional widths beyond the typical 66-foot right-of-way be donated back to the community by developers. Also, a grid network should be planned with roads that span the entire community.

e. Use Zoning Ordinances to Regulate Transportation Aspects of Site Design

Zoning ordinances can be written to preserve the transportation system. This delays the need for capacity improvements on both State and local roadways. Example standards include:

(1) Access control zoning standards–It's important to control the number and locations of new driveways, private drives, and public streets that developments will add on to arterials and other heavily traveled roads.
(2) Parking lot design zoning standards–For safety, and traffic flow concerns, it is very important to control the locations and internal design of parking lots.
(3) Entry throat zoning standards–It's important to control the design of entry throats for different types of development to prevent vehicles entering the development from queuing on to the adjacent road. Larger developments and businesses with drive-through windows typically require longer entry-throat depths.
(4) Modern parking standards–These are recommendations that are used for the number of stalls each type of development must provide based on quantities such as the size of the building or the number of employees.
(5) Transportation impact analysis–Many communities are requiring that a Traffic Impact Analysis be completed before approving development. Typically, communities are using a "trigger size" of between 5,000 and 10,000 square feet of total floor area.

2) Would the creation of a new environmental effect result from this proposed action?

☒ No

☐ Yes - Explain or indicate where addressed.

3) Would the proposed action impact geographically scarce resources?

☒ No

☐ Yes - Explain or indicate where addressed.

4) Would the proposed action have a precedent-setting nature?

☒ No

☐ Yes - Explain or indicate where addressed.

5) Is the degree of controversy associated with the proposed action high?

☒ No

☐ Yes - Explain or indicate where addressed.

6) Would the proposed action have any conflicts with official agency plans or local, state, or national policies, including conflicts resulting from potential effects of transportation on land use and land use on transportation demand?

☒ No

☐ Yes - Explain or indicate where addressed.

7) Would the proposed action contribute to cumulative environmental impacts of repeated actions?

☐ No

☒ Yes - Explain or indicate where addressed.

FARMLAND

Because of the proximity of the WIS 64 project corridor to the Minneapolis/St. Paul metropolitan area and the existing socioeconomic climate, urban and residential development in St. Croix County has resulted in substantial farmland conversion. The American Farmland Trust identifies St. Croix County as having high quality farmland as well as high development pressure. The 1992 US Census of Agriculture showed a decline of 57,000 acres of farmland between 1978 and 1992. Correspondingly, the Census showed a decline in the number of farm acres from 78 percent of the land in the county in 1978 to 66 percent in 1992.

If the preferred alternative were constructed in 2005, 260 acres of farmland would be converted to highway right-of-way. However, because construction of the preferred alternative will be staged with the first stage not occurring for 5 to 10 years and because of the St. Croix County development trends, it is likely that a substantial amount of today's farmland will have a different land use at the time of construction. It is for these reasons that this Environmental Assessment (EA) is being completed.

Because land use in the WIS 64 corridor is likely to change before construction of the planned highway, an Agricultural Impact Statement has not been completed in conjunction with this EA. However, WisDOT will update and reevaluate this environmental assessment as construction becomes imminent. The document will evaluate the secondary and cumulative effects on agriculture and farmland at that time.

LAND USE

The preferred alternative generally conforms to area land use plans, anticipating heavier development on the west end of the corridor adjacent to New Richmond, and continued rural land uses farther east and to the north. Corridor preservation efforts associated with the proposed improvement plan may spur development plans near New Richmond.

WETLANDS AND STORMWATER

Many of the wetlands in the proposed WIS 64 corridor have already been affected by previous activities such as filling, stormwater runoff, and water level changes from past ditching and draining. These previous activities are associated with agricultural land use, railroad development, and previous highway development.

The effects associated with the proposed WIS 64 highway project include some filling and stormwater runoff. Approximately 7 acres of wetland would be converted to highway right-of-way. However, any filled wetland will be mitigated and will be mitigated adjacent to the existing wetland where possible. The resulting cumulative impacts will then primarily be associated with the quality of stormwater runoff and the quantity of runoff resulting from an increase in impervious surfaces. Stormwater management measures, including BMPs, will be implemented both during construction and for the long term.

ENVIRONMENTAL COMMITMENTS

Identify and describe any commitments made to protect the environment. Indicate when the commitment should be implemented and who in WisDOT would have jurisdiction to assure fulfillment for each commitment.

ATTACH THIS PAGE TO THE DESIGN STUDY REPORT

A. General Economics	No Commitments Needed	
B. Community & Residential	No Commitments Needed	The goal of this EA is identification of the future WIS 64 corridor so preservation efforts can begin. The impacts being evaluated in this document include, to the extent possible, those associated with the construction of the preferred alternative. The EA seeks to identify the preferred future WIS 64 corridor to a level of detail sufficient to discourage or prohibit development within its limits. This will allow local governmental jurisdictions to minimize future community, residential, commercial, and industrial impacts of the improvement when it is constructed. WisDOT Northwest Region Planning will be the WisDOT liaison for the local officials.
C. Commercial & Industrial	No Commitments Needed	See comments for Part B above.
D. Agriculture	No Commitments Needed	None at this time. Impacts will be evaluated when EA is updated for construction.
E. Environmental Justice	No Commitments Needed	See comments for Part B above.
F. Wetlands	No Commitments Needed	None beyond standard practice (mitigation of impacted wetlands).
G. Streams & Floodplains	No Commitments Needed	None beyond standard practice.
H. Lakes or Other Open Water	No Commitments Needed	None beyond standard practice.
I. Upland Habitat	No Commitments Needed	None beyond standard practice.
J. Erosion Control	Commitments Made	See factor sheet.
K. Storm Water Management	Commitments Made	See factor sheet

L. Air Quality

- ☒ The project is exempt from permit requirements per Wisconsin Administrative Code – Chapter NR 411 criteria.
- ☐ A construction permit is required for this project and an application has been submitted to the Department of Natural Resources – Bureau of Air Management. Construction on the project will not begin until the Construction Permit has been issued. See the Air Quality Factor Sheet.
- ☐ A construction permit is required for this project and has been issued by the Department of Natural Resources – Bureau of Air Management. The Construction Permit Number is . See the Air Quality Factor Sheet.

M. Construction Stage Sound Quality

- ☐ No receptors are located in the project area. No impacts are anticipated from construction noise.

☒ To reduce the potential impact of Construction Noise, the special provisions for this project will require that motorized equipment shall be operated in compliance with all applicable local, state and federal laws and regulations relating to noise levels permissible within and adjacent to the project construction site. At a minimum, the special provisions will require that motorized construction equipment shall not be operated between 6 PM and 7 AM without prior written approval of the project engineer. All motorized construction equipment will be required to have mufflers constructed in accordance with the equipment manufacturer's specifications or a system of equivalent noise reducing capacity. It will also be required that mufflers and exhaust systems be maintained in good working order, free from leaks or holes. See Construction Stage Sound Quality Factor Sheet.

N. Traffic Noise	Commitments Made	Traffic noise impacts may result from the preferred alterantive. It is not anticipated that the project will qualify for federal assistance for noise abatement. It is recommended that local jurisdictions suggest or require abatement measures (berms, walls) to be implemented as land use changes adjacent to the highway.
O. Section 4(f) and 6(f)	Not Applicable	
P. Historic Resources	Not Applicable	
Q. Archaeological Resources	Not Applicable	
R. Hazardous Substances or USTs	Commitments Made	See Phase I report.
S. Aesthetics	No Commitments Needed	
T. Coastal Zone	Not Applicable	
U. Other		